Government Directors' Report on the Great Railroad.

SEVERE CRITICISM.

The Condition of the Line Not Satisfactory.

"SPECIAL CONTRACT" EVILS.

Too Much Regard for Profit, and No Public Convenience.

WASHINGTON, Jan. 4, 1879. Messrs. Charles F. Adams, Jr., Daniel Chadwick, George B. Smyth, Ralph P. Buckland and Charles C. Housel, the government directors of the Union Patary of the Interior by remarking that they were all appointed, with the exception of Mr. Chadwick, ithin the present year, had no previous knowledge of the affairs of the corporation and only general in-formation as to its relations with the government, nate that soon afterward two laws were Congress which greatly simplified By one of these acts, they continue, the annual payments, allowances, &c., to be made to the other a new bureau was established in conwith the Department of the Interior for the accounts of that company among others. These two measures of legislation effectually relieved the present government directors from further considering many subjects which had engaged the attention of their predecessors. For the immediate time being, and at least pending the action of the courts in cases arising out of the operation of the acts referred to and which are now, it is understood, ready for decision, the financial relations of the government and the Union Pacific must be considered as definitely settled. This subject, therefore, calls for no further discussion. As respects also the condition of the company's finances, its resources and the disposition made of them the government has its own auditor, and is in immediate possession of all the facts and statistics which it would be in the power of government directors to furnish. Neither have the present directors thought it incumbent upon them to further investigate questions of the past connected with the construction of the Union Pacific road, or its carliest operations. They have, on the contrary, deemed that they would best subserve the purpose of their appointment by strictly confining their attentions to questions of the present, giving the department such information as they might be able to procure relating to the existing condition of the property and policy now pursued by affairs.

THE ANNUAL INSPECTION.

THE ANNUAL INSPECTION.

The usual yearly inspection of the road was made september and October last. All of the members the Board took part in it with the exception of Mr. who was prevented from so doing by who was prevented from so doing by magagements. He therefore does not join in not the report derived from personal ob-of the property or its management on the the locally on the line and in the and Boston every facility has been afforded the directors toward obtaining whatever information they may have desired. No disposition to withhold or conceal has at any time been apparent. On the contrary from the beginning the fullest investigation seemed rather to be courted. White more than once the feeling has been openly expressed that justice has not been done either to the actions or intentions of those now responsible for the management of the company's affairs: a public inquiry, at once impartial and intelligent, could, it was claimed, result only to its advantage. So far as the inquiries of the present government directors have gone they have been of a general character and had related solely to the two subjects already referred to—the material condition of the property and the business policy of those managing if. As respects these, also, the inquiry has necessarily been both partial and superficial. The conclusions arrived at, so far as they go, are in many respects quite different from what the directors ant.espated when the inquiry begun. Such as they are, nowever, they could not be avoided. In passing upon the material condition of the Union Pacific road the first point to be determined is the standard by which it shall be judged—whether by that in use on the Eastern trunk lines or by that in use on the best roads of the Mississippi Valley, or by a less severe standard, which is suanily applies to the never roads west of the Mississipi Valley, or by a less severe standard, which is naually applies to the never roads west of the most severe standard known among the railroads of the country. No good reason is apparent why it should not be held strictly to this test or why its lowners and officers should object to it. As is a matter of common knowledge the road was practically built out of the public money and the stock which now represents its ownership

road was practically built out of the public money and the stock which now represents its ownership represents little besides the enterprise and energy which the original constructors put into their undertaking. The corporation, on the other hand, received from the government an indorsement of upprecedented liberality.

The road was designed to be a great national theroughfare, a monument of public liberality and of private enterprise. Under these circumstances those representing the government in the conduct of its analism wound clearly applied and the conduct of its analism wound clearly applied and analysis of the country. Especially would this be so when, as in this case, the road as a commercial enterprise has proved a brilliant success, when its annual gross earnings, failing but little short of \$13,000,000, are the largest, with five exceptions only, in our whole railroad system. Neither are those earnings peculiarly absorbed in the necessary operation of the road. On the contrary, while but three companies only in the country—the New York Central and the Hudson River, the Penneylvania and the Central Facilite—report large mundal negres receipts of the result of the country—the New York Central and the Hudson River, the Penneylvania and the Central Facilite—report large mundal negres receipts of the result of the country—the New York Central and the great railroad company without exception. These facts are referred to in this connection not to prejudice the corporation, but simply to fix beyond a question the character of the standard which should be applied to its road. In applying this standard, however, the directors have endeavored to bear continually in mind the peculiar conditions of cliniate, soil, traffic and population under which the Union Pacific the corporation, but simply to fix beyond a question the character of the standard which should be applied to its road. In applying this standard, however, the directors are subsidy than with any regard to what are considered sound engineering rules.

UNION PACIFIC. the present directors labored under the difficulty of having no previous knowledge which to base a comparison, but it is, neverth

scope and in detail, to which those familiar with the great trunk lines of the country are now accustomed.

A GREAT MANAGER NEEDED.

As regards the local management the directors are not sufficiently acquainted with those who compose it to offer any criticism of value. The officers are, doubtless competent, energetic and faithful, as unquestionably they are experienced. There is, however, nothing in the present shape of the organization as regards the division of labor and study of detail which would indicate that it is the work of any superior organizing mind. It gives rather the impression of being simple even to crudeness and quite lacking in system. This absence of thorough organization is very apparent whenever results are examined in detail. On the road itself, for instance, it is evident that the standard of excellence, where it has been established at all, has not been fixed high enough or rigidly insisted upon. It is true that the Union Pacific has always been operated and renewed under circumstances unfavorable at least to its thorough organization. Its ownership has more than once changed, and, as is well known, it has at times been in hands more solicitous as to movements of the stock market than honestly desirous of staining even material excellence. The local management has, accordingly, never been the responsible management, nor, however good and comprehensive its ideas may have been, has it ever occupied a position which would have enabled it to carry them out. Meanwhile it is obvious that no system whatever has been pursued in filling up the subordinate situations. As vacancies occurred officers have come to the road from all sections of the country and have brought with them theories and methods which are far from uniform. The result is that there is no apparent uniformity of work. While the individual division superintendents and roadmasters appeared efficient and faithful they did not recognize the same shave any conception of what the highest standards were. Passing to details, the governme

offices of the Corporation at Omaha, the new depot at Council Bluffs and the roundhouses at division contres.

New RALS NECESARY.

The government directors say it is in the character of its rails, however, that the Union Pacific is most deficient. Considering the large income of the company and the recent low price of steel, the economy of renewals in this respect has been carried much too far. While during the last six years six first class roads in other parts of the country have wholly replaced their iron with steel, removing every defective rail from their tracks the Union Pacific has thus renewed but 29 miles out of 1,036. This comparatively small portion of its tracks is fairly up to standard, but the remainder can hardly be ranked as even second class. After detailing and sharply criticising the condition of the road in this respect the directors say:—"Our examination has led us to believe that the policy now pursued by the company in regard to the material condition of the property while careful and sufficiently safe is by no means liberal. Atheimpression given to an inspector is that the principles of economy are very rigidly enforced by a distant board of directors on the local management. The percentage of operating expenses to gross carnings is very closely watched. However it might be if the road were completed and brought throughout up to a first class standard, it is obvious that the percentage of operating expenses is now smaller than it should be, and the reason that it is smaller is made plainly apparent by any close inspection. The policy of the company in this respect has not been such as the country had a right to expect or the government to insist upon. The report next elaborately considers the relations of the Union Pacific with the lime and with the connecting lines. The directors remark that in view of the company should be a public generally, with its inhabitants with the line and with the connecting lines. The directors remark that in view of the company should be a public spirited po

vested with the management, as well as the strict business view of the largest profit.

PUBLIC COMPORT AND CONVENIENCE.

In any event it is clear the mission of those representing the national government in the Union Pacific direction, if, indeed, they have any mission, to develop this principle of public responsibility and to keep it continually in the aninds of those more immediately interested with the management. Not that it is either expected or desired that the Union Pacific should be operated without regard to profit. On the contrary, the interest of the corporation and of the government, as its largest creditor, are in that respect the same. What is desired and should be insisted upon is obviously something of a wholly different character—it is that the business policy of the corporation should be large and liberal minded—a policy looking not only to the immediate returns of the present month or year but which gives full weight also to those remote results which may be made to follow the development of the country. Above all, a policy which seeks so far as circumstances will permit to avoid all discriminations, to deal reasonably and equitably both with other roads and with differently circumstanced individuals and communities. Measured by this standard it would be occasion for surprise if the course of the Union Pacific was not found open to much adverse criticism. It unquestionably is. This criticism, however, it may be stated in the ontset should not partake of the character of sweeping denunciation. There is, on the contrary, much to be said, both generally and in defail, in defence of the course which the company has recently pursued in the conduct of its business. All things considered, its tariffs, though high in comparison with those in use on some of the trutk lines of the East, are lower than the average, and in no respect at once practical and material appear to be extortionate.

with those in use on some of the trunk lines of the East, are lower than the average, and in no respect at once practical and material appear to be extortionate.

COMPETITION.

The report proceeds to show that the Union Pacific road does not, as is generally supposed, enjoy a practical and very valuable monopoly; for at the few points on its line where it finds any business to speak of it meets competition in some form, and at the many points where it meets no competition it finds no business. These facts alone would prevent the adoption of extortionate rates. The government directors find, however, that, apart from all competition, such does not seem to have been its policy. In the adjustment of its tariff it has evinced a spirit which they characterize as "at once shrewd, businessike and money making, fully awake to all the advantages of geographical situation and disposed to forego none of them, but rarely oppressive withal." Nevertheless they are of opinion that as a whole its business policy has neither been farsighted nor liberal. It has been, in fact, such a pelicy as might naturally be expected from a capable local management anxious for good immediate results, but having no conception of any such broad and perhaps statesmanlike views as the directors have endeavored to suggest. Looked upon, however, simply as a feature in the management of a private enterprise, the object of which is to secure the largest immediate returns at once safe and not unreasonable on its outstanding securities, the present business policy of the Union Pacific is open to few criticisms. They illustrate their meaning by several examples, such as the extremely high rates charged for the transportation of coal to Utah, where an abundant coke, for use in smelting operations, would, they argue, build up a profitable traffic for the Union Pacific consenses of public responsibility.

EVILS OF "SPECIAL CONTRACES"

In this conviction the government directors severely condemn the "strategic" action of the Union by a competing trunk line,

The report contains the following interesting passage concerning the recently enacted Funding law:—

"Before passing from the consideration of the policy pursued by the Union Pacific in its relations with the general business public, there are certain matters touching the course which Congress has adopted toward that company which it seems necessary to refer to. From the well known circumstances connected with the construction of the road as well as from the fact that the United States government is its largest creditor, Congress has always been in a position to exercise a great if not a controlling influence over it. It might through a conservative and intelligent public supervision have developed the idea of responsibility in the management and compelled the adoption of such a liberal and far-sighted policy as the directors have endeavored to suggest. In doing so it would naturally have looked to the increased benefits to be derived from the more rapid development of the country to reimburse the government for its outlays on the enterprise rather than to any immediate cash repayments out of profits to be derived from a pure money making system of tariff charges based on hard business principles. It seems fairly questionable whether by its recent legislation Congress has not committed itself in a certain degree to another and a less liberal course. By the act of May 7, 1878, commonly known as the Pacific Railway Funding bill, the government would seem to have given its formal approval to the present business policies of both those corporations by insisting on having a share of their results. In the report which accompanied that act the Senate Judiciary Committee very distinctly rest it on the large net earnings of the roads to which it applies, and express the opinion that those earnings "will be largely increased in the future," and again that they in the future will not be less than they were in the five years, 1872-6. Those net earnings in part were, however, and if maintained they well in the future contin

FOR RESIGNING AS A DIRECTOR-ALTOGETHER A DEFECTIVE SYSTEM-HONEST CRITICISM

The resignation of Charles Francis Adams, Jr., as one of the government directors of the Union Pacific Railroad has not been accepted, nor has the selection of his successor been considered. board is only two months distant, it is probable that the vacancy to be created by the acceptance of Mr. Adams' resignation will be left untilled till that

Schurz Mr. Adams not only states the considers tions of personal convenience which compel him to cisms upon the methods of railroad supervision and control adopted by the government for the protection of its interests. He admits that the Board of Government Directors has almost entirely failed to accomplish the results which were expected from

to accomplish the results which were expected from it, and he assigns his reasons for its failure:—
First—That its members were induced to accept the positions they occupy by considerations which did not furnish motives strong enough to insure the thorough and faithful performance of their duties; that they became directors for public spirited reasons, or "for the honor of the thing," or for the special privileges conferred upon them in the way of free travel, and not as they should have done for adequate compensation. As a natural conties; that they became directors for public spirited reasons, or "for the honor of the thing," or for the special privileges conferred upon them in the way of free travel, and not as they should have done for adequate compensation. As a natural consequence they did not give and could not be expected to give the same attention to their duties that they would have considered necessary had they received a proper equivalent for the services which they assumed. In order to properly discharge the duties imposed upon a government director one must give to them his undivided time and attention and laboriously acquire a full and competent knowledge of all the intricacies of a railroad situation, which is probably as singular as any which exists in the world. The annual examination of the road, for instance, which the government requires, is of itself a task which necessitates a thorough tamiliarity with the details and standards of measurement and construction, and which cannot be properly made at a greater rate of speed than fifty or at most one hundred miles a day. Such an inspection of the Union Pacific road, Mr. Adams believes, never has been made; certainly not since he has been a member of the Board. If a private person or a corporation should induce and appoint agents to look after his or its interests in the manner adopted by the government, the result, he declares, would be speedy bankruptey.

Second—The position of a government director is made one of additional difficulty and embarcassment by the fact that his compensation comes from the party which must necessarily suffer from the faithful performance of his duty. He is the guest of the corporation, lives at its expense, accepts every possible attention and hospitality from its officers and shortcomings. As long as this system continues it is practice openly and truthfully all its defects and shortcomings. As long as this system continues it is practice openly and truthfully all its defects and shortcomings as the proper course for the corporation—the go

agreeable that he must necessarily proceed under great disadvantages.

Finally, the supreme lawmaking power can be exercised only by Congress itself, and recent experience seems to indicate that its irrequent exercise is raf from beneficial. From no point of view, therefore, is there any particular use for such a piece of machinery as the present Board of Union Facific Directors. Anything possible to be done through it could be done much more effectively in other ways, and if it be not abolished entirely it stands in pressing need of immediate and thorough reorganization. No matter who compose it, nothing of practical value can reasonably be expected from it in the shape it now bears.

STABBED HIMSELF.

Officer John McCool, of the Twenty-night precinct late last night, brought to the station house Henry S. Skelly, who was suffering from a severe stab wound in the breast, inflicted by himself at the liquor store on the corner of Forty-first street and Sixth avenue. Skelly was sent to the New York Hospital, where the wound was pronounced fatal.

THE RALIGH KIDNAPING.

THE RALIGH KIDNAPING.

BORANZA O'Brien's Brother Still Missing.

FATHER WHITE'S STATEMENT

The Women and the Consumptive Seen in Washington.

The Women and the Consumptive Seen in Washington.

"UNDER THEIR THUMBS."

[BY TELEGRAPH TO THE HERALD.]

BALKIGH, N. C., Jan. 4, 1870.

As will be seen from the annexed statement of Fether white, of this city, the article in Friday's Harald was not altogether sensational. The gentleman at whose house Mr. O'Brien may be seen to Mr. O'Brien's condition of his patients to outsiders under may circumstances. Father White however, gives us a very lucid and forerible view of the matter and say in greater to Mr. O'Brien's physician this atternoon, but that gentleman declimed to give him any points in recence to Mr. O'Brien's condition, stating as his reason that he never speaks of the condition of his patients to outsiders under any circumstances. Father White however, gives us a very lucid and forerible view of the matter, and as he states that the employed the best medical talent in the city, people can draw their own inferences.

WHERE IS O'BRIEN?

O'Brien may be safely ensconced in New York or Washington, or he may be dead and quietly put away, "Sir", "Sir"

O'Brien may be safely ensconced in New York or Washington, or he may be dead and quietly put away, he in New York? or is he in Washington? Mr. O'Brien was well cared for here. He had every comis true, he became restless and uneasy and, finally, was persuaded that it was important for them all to

When questioned by Mr. Waters in reference to the coming of his wife and the estate, he said the programme had been changed; that he must go and see changed considerably. Mr. Waters told your corre spondent that he had given Mr. O'Brien the medicines prescribed by the physician regularly until within three days of their departure, when Mrs. O'Brien concluded to says that, instead of giving the prescriptions as directed, she gave him all whiskey and eggs. The lady, if indeed his wife, had a perfect right to minister to him, and not only was it right, but it was her duty. But everybody here is not perfectly satisfied that she is his wife. The occupants of the house where Mr. O'Brien was nursed say that the woman's actions were very

power.

WHY THIS CONCEALMENT?

People ask, What is their excuse for all this concealment? If they had wanted to take Mr. O'Brien by common consent they would not have acted so surreptitiously, as Mr. O'Brien had said he never would break his brother's will under any circumstances. It is clear, then, to many that they had resolved to compol him to work in the harness they had made, fit or not. Mr. O'Brien's rich relatives seem to live in San Francisco, and, as will be seen below, Father White has taken the first opportunity to inform them of his sudden leaving.

Mr. O'Brien, during the war, belonged to a New York regiment and ranked as major. He is fifty-six years old, and has lived to enjoy life to suit his own ideas. To speak of him as a gentlemen would be only to reiterate the opinion of all who know him.

Mr. Waters says, to buy despatch only.

I hereby certify that the information given concerning P. H. O'Brien, who had been at my bouse for three months and twelve days, is correct. JOHN M. WATELS. The following is an answer by Father White to a elegram received by him to-day: telegram received by him to-day:—
To Maria Coleman, Room 16, Nevada Block, San Francisco.
Cal.:—

Cal.:Suspiciously taken from here by his supposed wife and
daughter for Washington, D. C. Wrote yesterday to Mr.
Coleman all particulars. Answer. JAMES B. WHITE. The following is Father White's statement in

The following is Father White's statement in brief:—

Mr. O'Brien was under my spiritual charge for the last seven years, more or less; was called to him in his sickness about nine months ago at the insane asylum where he was employed. I found him in such a low condition as to prepare him for death, and after this he railied, but kept very sick until I had him removed to Mr. Waters' house, where he seemed to grow better daily, until he was able to be about the house, and went out several times with his doctor's permission. At times he suffered from spells of asthma and continually with rheumatism and severe coughs. I had the best medical men to attend his wants. Having porused the statement in the Herald of January 4. I certify that the same, so far as I know, is correct about Mr. P. O'Brien and his mysterious abduction, during my absence from this city, by his supposed wife and daughter, and have reason to fear that all is not as well as it should be, and, therefore, suspect something is wrong. The parties would not wait to see me, as I was to return in three days. Also Mr. Smith, the lawyer, who came to see O'Brien, declined to see me, knowing that I was the real and sincere friend of O'Brien. He knew, also, that I would not allow any suspicious doings around the sick man.

before the company and the properties of large for the last even years, more or less was called to him in any control of the company and the last of the company and the last of the arms of Adjust and the last of the arms of Adjust and the last of the last of

heart ached for him.

"Did you tell anybody about the depot what you saw?"

"Yes, sir."

"What did yon say?"

"I teld them that I had seen a man who had but a few hours more to live, and that two women were hurrying him off, and one of the boys asked me if I meant the man who had the graveyard cough, who was in the sleeper."

"Bid any of the other men working about the platform see the party?"

"Some of them did, but all of them heard him coughing. We are used to seeing sick people on the trains, and dead people, too; but in this case, seeing him bundled up and coughing so terribly, our attention was attracted to him."

A boy, who is in the employ of the news company and sells papers on the trains, says he saw in the sleeper a sick man and two women. The women were very attentive to the man.

It is surmised that the party did not go through to New York, but stopped at Baltimore.

ROBBED IN THE STREET.

In a police news item, published in the HERALD of the 2d inst., it was stated that Cornelius McAuliffe and George Morris had been arrested by the police on complaint of John Edwards and held on the charge of highway robbery. In justice to the two young men it may be stated that when brought before Judge Flammer next morning, after undergoing a judicial examination, they were honorably discharged from custody.

CITY NEWS ITEMS.

Georgia Kemper, aged seventy-two, of No. 1,537 Second avenue, fell down stairs yesterday and re-ceived a severe scalp wound. He was attended by Dr. Becker at his residence.

The nine Tammany members of the Board of Aldermen for 1879 held a caucus yesterday afternoon and resolved to vote for Mr. William R. Roberts for President and Mr. James Walsh for Sergeant-at-Arms. No other business was transacted.

Collector Merritt was yesterday informed by the Treasury Department that "from and after February 1.

Treasury Department that "from and after February 1, 1879, no deliveries of goods in bond to vessels of any description which are not covered by bonds of common carriers will be permitted."

A letter was received yesterday by Postmaster James from Mr. James A. Roosevelt, secretary of the Roosevelt Hospital, informing him that six beds had been set apart for the use of the members of the Post Office Mutual Aid Association in case of their

John Smith, of No. 144 Cherry street, stated in the Tombs Court yesterday that on the night before he had been assaulted and robbed of \$9 on the premises No. 333 Water street. Patrick Connolly, who was accused of the offence, was required to give \$1,500 bail for trial.

officer Nealis, of the Seventeenth precinct, on Friday ovening arrested a young man named James Connors on a charge of intoxication. When he was searched at the station a slungshot was found in his pocket. He was held in \$500 yesterday by Justice Kilbreth on a charge of carrying concealed weapons.

Coroner Woltman yesterday empanelled a jury in the case of Catharine bennedy, who died yesterday at the Roosevelt Hospital from injuries supposed to have been inflicted at the hands of her husband, Judge Flammer Intends to investigate the case before the Coroner. This action of the magistrate will undoubtedly revive the old feud between the coroners and magistrates.

Smith D. Bellows, of Essex, Conn., a passenger on

and magistrates.

Smith D. Bellows, of Essex, Conn., a passenger on the steamer City of Hartford, which arrived here last evening, expired while the vessel was being made fast to her pier at the foot of Beekman street. An autopsy of the body showed that death had resulted from palpitation of the heart. Mr. Bellows has two sons in business in this city, and they were notified of his death, as were also his family at Essex.

sons in business in this city, and they were notined of his death, as were also his family at Essex.

J. M. Mortimer, once the manager of the Mortimer Variety Theatre, of Philadelphia, was yesterday arraigned before Judge Otterbourg, at the Tombs Police Court, on a charge of insanity. He was found wandering through Mulberry street by an officer of the Fourteenth precinet. Mortimer's wife was sent for and took her husband home. He was at one time wealthy, and the loss of his money is said to have affected his brain.

Detective Haggerty, of the Tenth precinet, yesterday brought before Judge Kilbreth, at the Essex Market Court, charles Bauer, sixteen years old, who was accused by Fanny Wolfers, of No. 79½ Bowery, with having stolen a ring valued at \$125 from her apartments on Christmas evening. Baner when arraigned gave information which led to the arrest of Julius and Albert Court, father and son, on the charge of receiving the stolen property. Baner and Albert Court were held for trial, the former in \$1,000 and the latter in \$500 bail.

ATHLETES IN WINTER

Winding Up the Great Meeting at Gilmore's Garden.

CLOSELY CONTESTED GAMES.

The mercury having gone up a few degrees, the attendance at Gilmore's Garden last evening, to wit New York Athletic Club, was enormous. five and six thousand were present at some period of the proceedings, fully one-third being ladies. The

The final heat of the handicap seventy-five yards run opened the ball. Five came upon their marks, and the winner was found in George E. Payne, Astoria A. C., 6½ yards start, in 8 sec.; A. Noel, Short Hills A. C., 5 yards, finished second, and A. B. Wilson, Carman R. A., 61/2 yards, third. Much inter est was centred in this dash, and the winner's name being annnounced to the audience there were

The trial heats of the two mile bicycle race folwed. Three came to the starting points with their machines, these being James Nolan, New York; R Van Nest, New York, and William R. Pitman, Boston Mass. Nolan retired on the fifth lap. Van Nest shows Van Nest's time was 11m. 22s. Four started in the second heat. These were Joseph Lafon, Mystic B. Manhattan A. C., and William M. Wright, New York English champion, when he was in this country. The

ing there, crossed the winning line in lin. 303/s. Lafon second in lim. 30s. The final heat brought out Lafon, Pitman and Wright. Intense exeitement pervaded the house during the progress of the race. Lafon, who rides very prettily, took the lead and kept it in masterly style for firteen laps, when Wright spuried on even terms, and then coming down the straight for the last time rode very tast and passed the post the winds was a gradient of the winds and the coming down the straight for the last time rode very date on even terms, and then coming down the straight for the last time rode very date on even terms, and then coming down the straight of the winds and came to the winds and the second, and Pitman came home very quietly third.

The second trial pulls of the regimental tag of war were announced amid cheers. The heats were drawn by the captains of the teams jot before pulling. It was thus arranged that the teams of "B" and "K" companies should first come together, then those of "B" and "C," and finally "K" and "C." Time, of course, was given the teams between the pulls, the last tug of the citizen soldery pnot being called until nearly the end of the programme. The team of "B" company had no difficulty in deteating the team of "B" company had no difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the team of "B" company had not difficulty in deteating the had not had not had